

PANEL 6 – MTS USER NEEDS

MODERATOR

Jeff High, U.S. Coast Guard

COORDINATOR

Bruce Parker, National Ocean Service,
NOAA

PANELISTS

Glenn Ashe, American Bureau of
Shipping

Jonathan Benner, INTERTANKO

Barry Holliday, U.S. Army Corps of
Engineers

Peter Lehman, American Association of
Port Authorities (South Carolina State
Ports Authority)

Leo Penne, American Association of
State Highway and Transportation
Officials

Mike Watson, American Pilots
Association

Chuck Carroll, National Association of
Waterfront Employers

Ed Mortimer, U.S. Chamber of
Commerce

Ed Welch, Passenger Vessel Association

SUMMARY OF PANEL PRESENTATIONS / DISCUSSION

The theme of this year's conference was
"Meeting the Needs of the Marine
Transportation System Through
Research and Technology" and thus,
user needs were discussed in all the

panels and technical sessions to some
extent. However Panel 6, the final panel
of the conference, was devoted
exclusively to MTS user needs. The
nine panelists represented the entire
breadth of the MTS, and each provided
insights into some of the needs within
their particular sector.

Glenn Ashe

Glenn Ashe is the Director of
Government Operations for the
American Bureau of Shipping (ABS)
and heads their Government Operations
Office in Alexandria, Virginia. His
presentation focused on marine safety
and environmental stewardship which,
from his perspective, hinges on the
establishment of a process whereby the
acceptability of assets (such as a ship or
port) can be measured against an
accepted set of standards. This system
would provide a baseline for them to
fulfill safety and environmental
stewardship obligations to the public at
large while still being assured that
competitive advantage will not be
garnered by someone who does not.
Research and technology are two
important drivers behind standards
development for such a process.
Organizations such as ABS are strongly
committed to research and technology,
making sure that they can provide the
industry with the tools they need to
make these measurements and meet
standards. As technology progresses,
such efforts must focus on risk-informed
or risk-based methods in order to
maximize both cost and technical
effectiveness.

Jonathan Benner

Jonathan Benner is a Partner with the
Washington office of Trout and Sanders.
He represents INTERTANKO, the

International Association of Independent Tanker Owners. He presented a list of wants/needs that his organization would like to see. These needs include improved navigational charts and displays; competence assurances for transportation personnel; safe berths and terminals for tankers; better traffic management systems and information systems for vessel masters; increased communications between government agencies; and MTS standards and requirements uniform to other countries. He admits that these needs are parochial, but they contribute to promote national interests, security, and commercial success, both for vessels and for the commerce of the United States.

Barry Holliday

Barry Holliday is the Chief of the Navigation and Operations Branch in the Operations Division in the headquarters of the U.S. Army Corps of Engineers (USACE). The MTS is an integral part of the issues surrounding the environment and the impacts on developing the viable waterborne transportation system, one of USACE's main responsibilities. There are many sediment issues associated with MTS and in dealing with them, USACE is expected to generate responses/solutions which are both economically beneficial and environmentally sustainable. To meet these challenges, it is necessary to develop management solutions that consider economic and environmental impacts. We need research and technology that focuses on long-term morphological models, in scales not studied previously, and then create companion environmental efforts and response models. We also need to better leverage other agencies' technology, research, or other applications, in order

to improve future efforts. Despite the many challenges ahead, USACE remains committed to its mission of maintaining a viable federal infrastructure to support the future MTS.

Peter Lehman

Peter Lehman is Director of Planning and Business Development at South Carolina State Ports Authority. In his presentation, he offered some talking points on capacity, congestion, and security needed to create an efficient transportation system. In a May 2000 study, the issues of port access and intermodal connections and intermodal transportation planning/system capacity analysis were identified as the top priorities for American ports. Since the terrorist attacks, the top issue would probably be how to enhance seaport security without impeding the flow of commerce. Mr. Lehman maintained that we must balance security with efficiency and productivity. In doing so, we must view the transportation system as a whole entity that is only as efficient as its weakest member. Despite events of 11 September, his organization remains committed to the MTS goal of creating by 2020 the world's most advanced, secure, and efficient system for moving goods and people.

Leo Penne

Leo Penne is the Program Director for the intermodal and industry activities with the American Association of State Highway and Transportation Officials (AASHTO). Mr. Penne's presentation revolved around AASHTO's transitioning view of the transportation business as one system. His organization, in trying to engage with the congestion capacity problem in its traditional area of responsibilities – the

highways – is becoming intermodal and in doing so, it is incorporating the marine transportation system into its vision for nation's future transportation system. He identified connectors and corridors as two areas that will require transportation research and technology development.

Mike Watson

Mike Watson serves as President of the American Pilots Association (APA). In his presentation, he noted that implementation of navigation technologies holds great promise as an important piece to publicize our desire vision for the MTS. The APA continues to dedicate its resources and expertise to be a strong advocate for the application of technology such as GPS and the increased availability of differential global positioning systems. Accelerating the development and delivery of these navigation technologies is critical to our ability to move our country's increasing waterborne commerce safely and efficiently. We must note that there is danger in not recognizing the limitations of technology. With the challenges facing MTS, perhaps even more importantly with the recent realization of our industry's vulnerability to terrorism, this country needs to reconsider its national security and economic interests.

Chuck Carroll

Chuck Carroll is an attorney and the Executive Director and General Counsel for the National Association of Waterfront Employers. Mr. Carroll talked about the impact of the 11 September attacks on infrastructure. The federal government has placed increased demands, both statutory and regulatory, on the maritime industry to provide

information such as container content documentation and personnel credentials. It is imperative, as a matter of technology and research, that we can interchange computer databases between the private sector and government. The federal government should take the initiative to develop and implement a system needed to share this information. In this way, agencies can make informed, sensible decisions to ensure the security of the ports and national transportation system.

Ed Mortimer

Ed Mortimer is the Senior Manager of the Transportation Infrastructure Department at the United States Chamber of Commerce, where he is responsible for transportation policy. During his presentation, he voiced his agency's concern about the future of our marine transportation system. Based on data from the Department of Transportation, the amount of freight entering this country will double by the year 2015. This increase will only exacerbate the current capacity crisis in our nation's ports and inland waterways. The U.S. Chamber of Commerce is actively involved in addressing this problem. They recently conducted a study to look at sixteen port areas around the country, looking at the current infrastructure and freight loads and then formulating ideas what to do when the amount of freight doubles in 2015. The U.S. Chamber of Commerce also organized broad coalitions --comprised of representatives from the business community, state and local governments, and transportation users and providers – to press Congress for money and economic stimulus packages. There is no way better to improve our economy than by providing a better infrastructure

system so we can move our freight and improve the mobility of our people.

Ed Welch

Ed Welch spoke in his capacity as Legislative Director for the Passenger Vessel Association, expressing his organization's interest in data collection and vessel emissions. He recommended that the government and maritime industry expand their efforts to collect good data about the domestic passenger vessel service. This data must be continually updated and refined on a regular basis. The better data will help the interested parties to determine what is the appropriate role of domestic passenger vessels and ferries within the MTS. Mr. Welch also advocated for more research funds to quantify vessel emissions and determine ways to reduce such pollutants. He concluded his presentation by talking about security, how ferries and domestic passenger vessels serve as valuable emergency assets during catastrophes but they are extremely vulnerable, given the large volume of passengers and cargo that they handle.